



Port Taranaki

Well-being assessment

Whiringa-ā-rangi 2022

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Executive Summary

New Zealand is an export-led economy, with its ports a crucial component for trade success. Ports are an essential part of the infrastructure, and integral to our supply chain. Ports enable goods to be exported and imported. Therefore, the efficiency of a country's ports and overall transport infrastructure is a key determinant for its economic competitiveness.

Business and Economic Research Limited (BERL) has been tasked by the Taranaki Regional Council (the Council) with providing an analysis of the contribution of Port Taranaki (the Port) to the well-being of the Taranaki Region. This report also includes an Economic Impact Assessment (EIA) of the Port's activities, and a framework for best practice monitoring and greening of the Port.

The Port is the only deep-water seaport on New Zealand's west coast. It handles a diversity of cargo which amounts to over five million tonnes in a typical year. The Port is the leading energy port in New Zealand, and apart from oil and gas, the main industries in the region that make use of the Port are petrochemicals, forestry, and agriculture.

Well-being assessment

This report provides a full assessment of the contributions the Port make to well-being in the Taranaki region. It looks beyond the typical indicators of economic performance and highlights the wider impacts the Port has on the four well-beings: economic, cultural, social, and environmental. Moreover, given the nature of the Port's activities, this report has a greater focus on the economic and environmental well-beings.

Economic well-being

Economic well-being is about the ability of people to create their own livelihoods by running a business, or by accessing rewarding employment opportunities. Economic well-being looks at whether the economy can generate the employment and wealth necessary to provide many of the requirements that make for social well-being, such as health, financial security, and equity of opportunity. It is about households being able to purchase goods and services that go beyond merely meeting the bare necessities of life.

Highlights

- The total expenditure from the Port supports a total of 346 direct full time equivalent employees in Taranaki
- The Port's total contribution to the region's gross domestic product is \$31.7 million
- The Port's contribution to gross domestic product has remained relatively constant over the years
- In the latest financial year, the Port paid \$8 million in dividends to the Council
- In 2022, the Port's employee expenses reached \$15.1 million
- Over the last four years, the Port has supported three staff to complete a Masters of Business Administration (MBA).

- The Port is of strategic importance for the oil and gas, forestry, agriculture, and tourism industries
- 65 percent of Port users stated that the Port was very important in their decision to conduct business in Taranaki
- The total value of trade going through the Port was \$2.6 billion in 2020.

Cultural well-being

Cultural well-being is an ambiguous term that can refer to either the customs of a group in society, or to artistic and intellectual activities. Cultural well-being encompasses shared beliefs, values, customs, behaviours, and identities reflected through the language, stories, visual and performing arts, and heritage that make up our communities. Cultural well-being is sometimes treated as being synonymous with Māori cultural well-being, however it can include a wider range of activities and values.

Highlights

- The Port is implementing an annual well-being calendar with a range of events and activities to foster a health, safety, and well-being culture
- The Port's employees are diverse in terms of age and ethnicity, but more work is needed to achieve a greater degree of gender diversity
- The Port supports a range of local cultural activities and community groups
- Stakeholders have recognised the Port's willingness to listen and consider their ideas in forums and meetings.

Social well-being

Social well-being is about people feeling a sense of belonging and inclusion in the place where they live. Social well-being involves individuals, their families, whānau, hapū, iwi, and a range of communities, being able to set goals and achieve them. This includes education, health, the strength of community networks, financial and personal security, and equity of opportunity and rights and freedoms. A state of social well-being is important for an individual's health, as well as their life satisfaction and happiness.

Highlights

- The Port has a safety-first approach and takes comprehensive measures to ensure its operations are safe for everyone
- Various stakeholders mentioned that the Port has a good social licence to operate
- Various stakeholders stated that the facilities provided by the Port are widely enjoyed by the public and support the community's social well-being
- While public access to the Port's operations is restricted, the public can enjoy the fringe areas around the Port

- Due to the high-risk nature of its operations, opportunities for people with a disability are limited to outside of the Port's operational area
- The Port is a relevant asset to promote community resilience in the case of a natural disaster

Environmental well-being

Environmental well-being encompasses all aspects of the health and well-being of the environment in a locality. It includes the biodiversity in the flora and fauna, quality of the air and water, sustainable land use, and a harmonious balance between the Port and the environment. The capability for maintaining environmental well-being, to be able to sustain the activities, ecosystems and community within the locality, is paramount to being good and proud custodians of the land and environment.

Highlights

- The Port is currently in the process of preparation for voluntary climate disclosures
- The Port's greenhouse gas emissions have remained at around 45 tonnes of carbon dioxide equivalent per \$1 million of revenue since the second quarter of 2021
- The Port is mainly successful with maintaining water quality, and is actively working to improve in this area
- The Port does not collect data on air quality
- Dredging operations have been, and continue to be, within the consented measurements. However, changes may be required to compensate for the ramifications of climate change
- Reporting and concern are focused towards the little blue penguin
- Noise complaints are seldom, considering the location and activities of the Port
- The Port currently is not ISO 14001 certified
- The Port is actively working towards lower carbon solutions to operations
- The Port actively supports environmental initiatives in the local community
- Active support for alternative energy projects has been shown by the Port, as well as an express interest in further potential alternative energies
- Ensuring that the local community, local business, the Council, and the Government are aware and engaged in the environmental and energy related initiatives of the Port is instrumental to ensuring that the Port can be viewed as a leader and role model locally.

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1 Introduction

New Zealand is an export-led economy, with the ports a crucial component for trade success. Ports are an essential part of the infrastructure, and integral to our supply chain. Ports enable goods to be exported and imported. Therefore, the efficiency of a country's ports and overall transport infrastructure is a key determinant for our economic competitiveness.

BERL has been tasked by the Taranaki Regional Council (the Council) with providing an analysis of the contribution of Port Taranaki (the Port) to the well-being of the Taranaki Region. This report includes an Economic Impact Assessment (EIA) of the Port's activities, which is the fourth iteration of such an exercise, with the first occurring in 2007, the second in 2012, and the third in 2017.

About Port Taranaki

The Port was founded in 1875, and until today it is the only deep-water seaport on New Zealand's west coast. The Port has grown over the years and today handles large volumes of international and coastal cargo, amounting to over five million tonnes in a typical year.

The Port handles a diversity of cargo and offers a full range of providoring, stevedoring, ship agency, and government border protection services. The Port is also a servicing base for sea transport and related industries. Port Taranaki is the leading energy port in New Zealand. Apart from oil and gas, the main industries in the Taranaki region that make use of the Port are petrochemicals, forestry, and agriculture.

The Port is 100 percent owned by the Council, and it paid \$8 million in dividends in the last financial year. The Port is a significant community asset, as it is a crucial piece of infrastructure that promotes regional economic development, and its profits go directly back into the community.

Scope of assessment

This report provides a full assessment of the contributions the Port makes to well-being in the Taranaki region. This report provides estimates of the benefits that the local community in New Plymouth receives from the Port's activities, as well as the wider benefits accrued to the wider Taranaki region. The main component of this report is an EIA that focuses on three types of economic benefits that are generated by the Port: expenditure, employment, and gross domestic product (GDP).

Furthermore, this assessment looks beyond the typical indicators of economic performance used in the 2007, 2012, and 2017 reports and highlights the wider impacts the Port has on well-being. With the passing of the Local Government (Community Well-being) Amendment Act 2019 in May 2019, the statutory purpose of local authorities includes the economic, social, cultural, and environmental well-being of current and future communities. The Port is a significant employer and driver of economic activity in the Taranaki region, as well as a provider of crucial and strategic infrastructure.

Each of the well-beings is considered, including both positive and negative impacts. However, given the nature of the Port's activities, this report gives a greater focus to the economic and environmental well-beings.

This report also includes a trend analysis to compare how the Port's economic impact has changed over time. Since this is the fourth EIA that BERL has conducted of the Port in the last 15 years, we compared the current results with the past results, adjusted for inflation, to understand the direction that the Port is going in.

Finally, this report includes a framework for best practice monitoring and greening of the Port. Based on the European Sea Ports Organisation (ESPO's) best practice for greening activities in ports, it outlines the best practice systems through which a roadmap towards a greening of the Port, and an update, or creation, of climate related goals. This can inform best practice solutions for long-term environmental, climate-related, and futureproofing/greening decisions.

Approach

The overall project to assess the impact of the Port was divided into three stages. The first stage involved quantifying the core business of the Port in terms of the contribution to expenditure, gross domestic product (GDP), and employment at an operational and regional level. BERL used its economic impact assessment model to analyse the data.

The model uses multipliers to estimate the direct, indirect, and total impact that the Port has. These three measures were assessed for the Taranaki region, given that the Port's relevance is concentrated in this region. In this stage we also conducted a trend analysis with the previous EIA results.

In the second stage we looked at how the Port contributes to the wider economic, social, cultural, and environmental well-being. To determine the Port's contribution to well-being, BERL used the Port's corporate documents, public reporting, and interviews with the Port's senior leadership. This was supported by interviews with local stakeholders, including iwi, local authorities, residents, and representatives from local businesses and community groups, as well as through a questionnaire sent out to the Port's main costumers.

In the third stage we developed a framework for best practice monitoring and greening of the Port. The framework utilises international best practice to create a template outlining the necessary processes to monitor, and best utilise the data to actively green the Port.

2 Port Taranaki contribution to well-being

The Port has a significant presence in the Taranaki community, and impacts the economic, social, cultural, and environmental well-being of the region. The Port's vision is to be "The Pride of Taranaki". This vision reflects a successful and sustainable business that the region and community are proud of. It also describes the Port's desire to develop community connections, create strong relationships with Iwi, and signals a commitment to protecting and enhancing the environment in which it operates.

The four well-beings are set out in section 32 of the Resource Management Act 1991. Section 32 requires that any evaluation reports contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects. This requires identifying and assessing the benefits and costs of these effects.

In 2019, the Local Government (Community Well-being) Act 2019 (the Act) was passed into law, making amendments to the Local Government Act 2002 that align it with the Resource Management Act 1991. The principle relevant provisions of the Act restored the purpose of local government "to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future." This section analyses how the Port contributes to the region through the lens of the four well-beings: economic, social, cultural, and environmental.

About the well-being framework

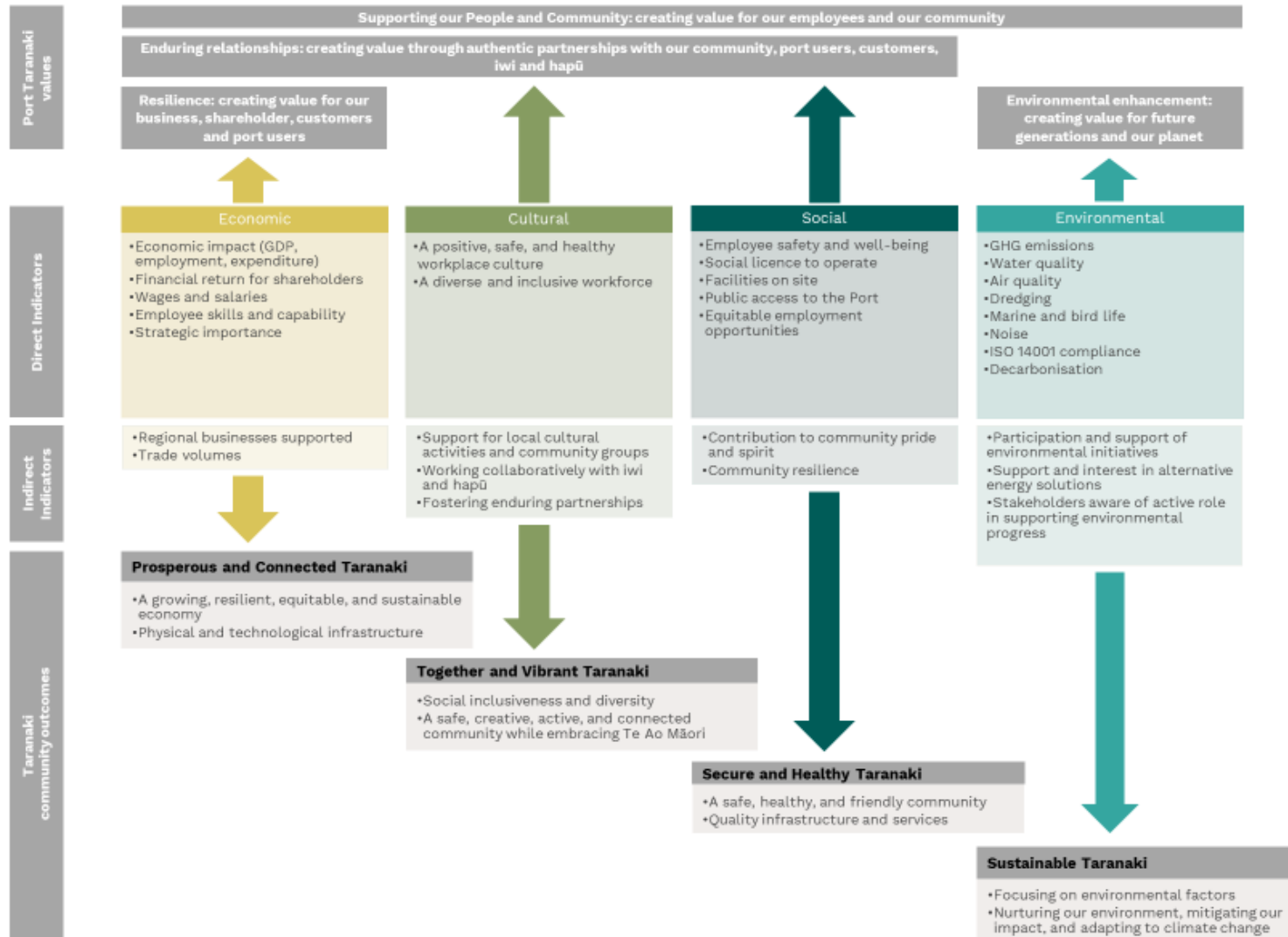
To capture and assess the impacts the Port has on well-being in Taranaki, we have created the well-being framework in section 0. The goal is to look beyond the traditional economic impacts, and account for other impacts on society, culture, and the environment.

The well-being framework combines the Port's values with the community outcomes set by the Council and the New Plymouth District Council. The indicators which the Port's performance can be measured against are between the values and community outcomes. The Port's values were taken from the company's corporate documents, and community outcomes were taken from the local and regional authorities' long-term plans. Individual community outcomes were then combined, and the outcomes in the framework were articulated.

To measure the impact the Port has on well-being, its operations and plans were assessed against each of the indicators. It should be noted that the four well-beings are not defined in either the Local Government (Community Well-being) Act 2019 or the Resource Management Act 1991. This report uses a commonly understood view of their meaning in the context of the Port. There is not always a clear distinction between one well-being and another as they may overlap. This is particularly the case with social and cultural well-being.

Where possible the effects were quantified, although that could not be done numerically for many of them. In these cases, we have described and assessed the effects qualitatively. The Port may consider collecting quantifiable data to measure some of these well-being impacts in the future.

“The Pride of Taranaki” Port Taranaki well-being framework



3 Economic well-being

Economic well-being is about the ability of people to create their own livelihoods by running a business, or by accessing rewarding employment opportunities. Economic well-being looks at whether the economy can generate the employment and wealth necessary to provide many of the requirements that make for social well-being, such as health, financial security, and equity of opportunity. It is about households being able to purchase goods and services that go beyond merely meeting the bare necessities of life.

Snapshot

- The total expenditure from the Port supports a total of **346 full time equivalent employees** in Taranaki
- The Port's total contribution to the region's **GDP is \$31.7 million**
- The Port's contribution to GDP has remained relatively constant over the years
- In the latest financial year, the Port paid \$8 million in dividends to the Council
- In 2022, the Port's employee expenses reached \$15.1 million
- Over the last four years, the Port has supported three staff to achieve MBA qualifications
- The Port is of strategic importance for the oil and gas, forestry, agriculture, and tourism industries
- 58 percent of Port users stated that the Port was very important for their decision to conduct business in Taranaki
- The total **value of trade** going through the Port was **\$2.6 billion** in 2020.

Direct indicators

Economic impact assessment

An economic impact assessment (EIA) of the Port's activities was conducted to illustrate the impact it has on economic well-being in the Taranaki region and New Zealand. EIAs are an internationally recognised methodology that demonstrate and illustrate the overall economic impact of a specified intervention or project. The EIA considered the annual payments to suppliers and employees, and the sponsorships, dividends, and the capital expenditure made by the Port.

The EIA also considered the wider impacts from employment in the region from the business that use the Port. This data was collected through a survey. Economic impacts are expressed in terms of the activities' contribution to gross domestic product (GDP), employment, and expenditure generated. In 2022, the Port had a total expenditure of \$51.9 million in the Taranaki region. The remaining expenditure was not included, as it was spent outside the region. Either internationally or in other New Zealand regions.

The total impact of the Port on the regional economy is greater than the amount of direct expenditure. This is because the money spent on these activities is again spent by the suppliers and their employees in other local businesses (indirect), who also spend their income/revenue on other businesses (induced). This creates multiple rounds of spending, the effects of which are diminished through savings, taxes, and spending outside the region. Finally, the results show that the Port contributes positively to Taranaki's economy, through value add (GDP) and employment.

Payments to suppliers, employees, and sponsorships expenditure (2022)

The payments to suppliers, employees, and sponsorships expenditure includes the bulk of the Port's operating expenditure. These involve wages and salaries, consumables, goods supplied, other employee related expenses, and sponsorships.

The Port's direct expenditure with payments to suppliers, employees, and sponsorships in the Taranaki region was \$23.1 million in 2022. As Table 1 shows, this expenditure resulted in 115 direct full time equivalent employees (FTEs), and directly added \$16.3 million to Taranaki's GDP. In addition, indirect and induced expenditure contributed a further \$4.9 million to the region's GDP and supports an additional 101 FTEs.

The total GDP impact in Taranaki was \$21.2 million, while total employment supported was 216 FTEs. Lastly, the GDP to output rate of the total expenditure in the region was 63.82 percent.

Table 1 Payments to suppliers, employees, and sponsorships expenditure

	Direct	Indirect	Induced	Total
Expenditure (\$m)	23.1	6.1	4.0	33.3
GDP (\$m)	16.3	1.5	3.4	21.2
Employment (FTEs)	115	69	32	216

Dividend expenditure (2022)

Dividend expenditure relates to the Port's profits which are redistributed to its sole shareholder, the Council. The Port's direct dividend expenditure was \$8 million in 2022. As Table 2 indicates, this expenditure resulted in 87 direct FTEs, and directly added \$5.1 million to Taranaki's GDP. Furthermore, indirect, and induced expenditure contributed a further \$2.5 million to the region's GDP and supported an additional 19 FTEs.

The total GDP impact in Taranaki was \$7.6 million, while total employment supported is 105 FTEs. Finally, the GDP to output rate of the total expenditure in the region was 60.77 percent.

Table 2 Dividend expenditure

	Direct	Indirect	Induced	Total
Expenditure (\$m)	8.0	2.2	2.3	12.5
GDP (\$m)	5.1	1.1	1.4	7.6
Employment (FTEs)	87	10	9	105

Capital expenditure (average from 2018 to 2022)

Capital expenditures (CAPEX) are funds used to acquire, upgrade, and maintain physical assets such as property, plants, buildings, technology, or equipment. CAPEX is often used to undertake new projects or investments. Examples of CAPEX include repairing a roof (to extend the useful life), purchasing a piece of equipment, or building a new factory.

This type of financial outlay is often made to increase the scope of operations or add some future economic benefit to the operation. Because of its nature, CAPEX can vary significantly from year to year, so in this calculation the yearly average of the last five years was used.

Across the last five financial years (2018 to 2022) the Port's direct CAPEX resulted in an annual average expenditure of \$3.9 million, as Table 3 shows. This directly added \$1.8 million to the region's GDP on a yearly average. When indirect, and induced impacts are included, the total impact of the Port's CAPEX contributed \$6.1 million to Taranaki's total expenditure, generating a total regional GDP impact of \$2.9 million, and supporting 25 FTEs. Lastly, the GDP to output ratio was 47.42 percent.

Table 3 CAPEX

	Direct	Indirect	Induced	Total
Expenditure (\$m)	3.9	1.5	0.8	6.1
GDP (\$m)	1.8	0.6	0.5	2.9
Employment (FTEs)	16	6	3	25

Combined direct expenditure

The Port's combined direct expenditure on payments to suppliers, employees, and sponsorships expenditure, dividend expenditure, and CAPEX in Taranaki totalled \$35 million in 2022, as Table 4 demonstrates. When indirect and induced impacts are included, the total expenditure in Taranaki supported by the Port as \$51.9 million.

The combined direct GDP generated by the Port reached \$23.3 million. When indirect and induced impacts are included, the total GDP impact of the Port was \$31.7 million.

The Port directly employs 115 FTEs in Taranaki. A further 87 FTEs are directly employed by the Council as a result of the Port's direct expenditure, and a further 16 FTEs are directly employed by the Port's direct expenditure with contractors for CAPEX works. Therefore, the total direct employment supported by the Port is 218 FTEs, and when indirect, and induced impacts are included, the total impact of the Port's expenditure results in 346 FTEs.

Table 4 Combined expenditure

	Direct	Indirect	Induced	Total
Expenditure (\$m)	35.0	9.8	7.1	51.9
GDP (\$m)	23.3	3.3	5.2	31.7
Employment (FTEs)	218	84	44	346

Wider impacts from employment (2022)

The EIA also considered the wider impacts from employment generated in the region by the main businesses that use the Port. A survey was sent out to these businesses to gather data on their employment numbers in the Taranaki region. As Table 5 indicates, the direct expenditure in the Taranaki region from these businesses totalled \$963 million in 2022. This expenditure contributed directly \$328 million to the regional GDP and supported 825 FTEs.

When indirect, and induced impacts are included, the total wider impacts from employment contributed \$1.4 billion to Taranaki's total expenditure, generating a total regional GDP impact of \$541 million, and supporting 2,263 FTEs. Lastly, its GDP to output ratio was 38.18 percent.

Table 5 Wider impacts from employment

	Direct	Indirect	Induced	Total
Expenditure (\$m)	962.8	372.1	82.3	1,417.2
GDP (\$m)	328.5	163.8	48.8	541.0
Employment (FTEs)	825	1,119	319	2,263

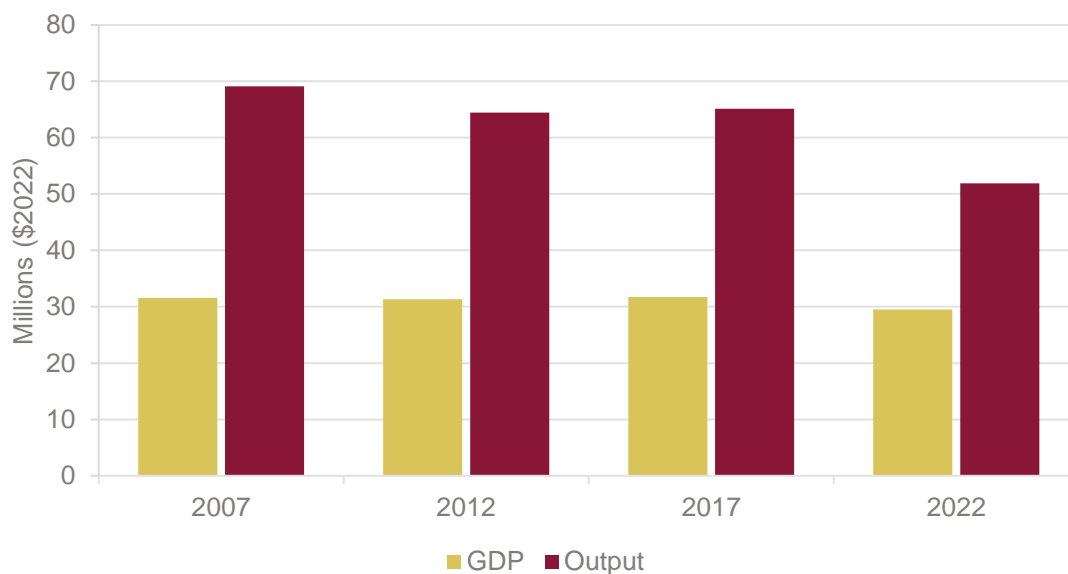
Trend analysis

A trend analysis was conducted with data from the previous BERL EIA reports of the Port, which were completed in 2007, 2012, and 2017. In this exercise, the Port's expenditure, GDP, and employment were considered, and the first two measures were adjusted to include price inflation.

It should be noted that the values used in this section for the year 2022 may not match the values used for the same year in the previous section. Improvements in best practice and the availability of more granular data allowed for a more robust EIA calculation in 2022. Therefore, to compare the 2022 values with the values from previous years, a new calculation was done using the same methodology as the one used in the previous reports.

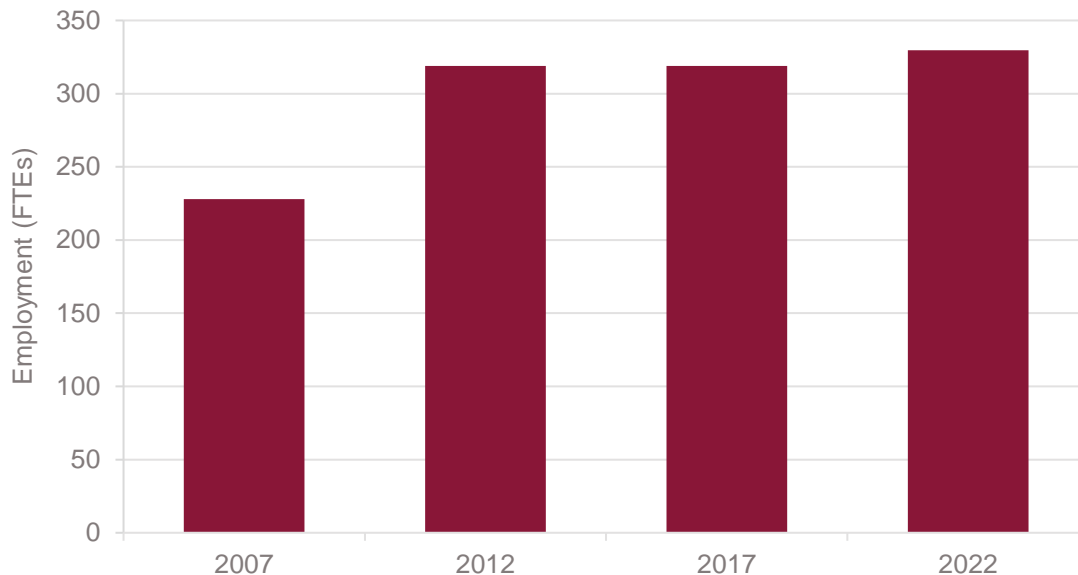
As Figure 1 shows, the Port's contribution to GDP has remained relatively constant over the years, at around \$30 million annually. There was a small drop in contribution to GDP in 2022 compared to 2017, from \$31.7 million to \$29.5 million, accounting for the impact of Covid-19. The impact of the slower economic activity was also felt in the Port's total output, as it fell from \$57.5 million in 2017 to \$51.9 million in 2022, going back to pre-2012 levels.

Figure 1 Port Taranaki GDP and output - 2007 to 2022



Even though the Port suffered a decrease in GDP and output, it managed to increase its number of supported FTEs. The total number of FTEs supported by the Port stayed constant at 319 from 2012 to 2019, growing to 330 in 2022, as Figure 2 indicates.

Figure 2 Port Taranaki total FTEs - 2007 to 2022



Financial return for shareholders

Over many decades the Port has supported the Council's budget with divided payments, and in the latest financial year this payment was \$8 million. By remaining profitable the Port can further support the community, as the dividends it pays to the Council reduce the burden of rates on households in the region and support the Council in providing public services and facilities.

Wages and salaries

Wages and salaries are one of the main enablers of economic well-being. In 2022, the Port's employee expenses were \$15.1 million. To assess and negotiate wages and salaries, the Port's Human Resources (HR) team uses the Strategic Pay SP10 methodology, which is a longstanding methodology with a proven record. It considers 10 factors divided into three categories (skills, mental effort, and responsibility/accountability) to evaluate the employee. The results are then linked to strategic pay sector and industry market data to suggest a remuneration level.

The Port also considers industry, regional, and public sector pay ranges data to establish a value. Employees on an individual employment agreement undergo an annual review, while those under a collective agreement undergo reviews dependant on the agreed term. Other benefits that employees receive include retirement allowances, long service leave, and grandfathered benefits.

Employee skills and capability

The Port takes a range of actions to increase employee skills and capabilities. Every position has defined competencies related to skills and safety. These are measured monthly and reviewed annually to promote the gradual and constant development of skills and capabilities. The Port considers an 80 percent compliance as the target, and if employees fall below that rate, the Port supports them to get back on track.

The Port also promotes employee skills and capability through industry memberships, secondments, conferences, leadership development, and individual mentoring programmes. Furthermore, the Port provides cybersecurity and biodiversity training, and it has supported three MBAs over the last four years, with two more in progress. Lastly, the Port develops employee skills and capability also for talent succession. For instance, 53 percent of tier three people leaders and critical roles have a clear or potential successor identified within the business, and approximately 37 percent of roles in the past year have been filled by succession.

Strategic importance

Transport and infrastructure assets, such as ports, are of crucial strategic importance. Ports allow for goods to be distributed to businesses and consumers, adding value to the production process. This is especially important for exports, as in a competitive international market any advantage can have exponential impacts. Ports are also essential for the domestic production process when it requires imported inputs, as having a constant and resilient flow of inputs promotes productivity.

The Port fulfils the roles mentioned above completely by providing an efficient transport service that serves the entire Taranaki region. The main exports that go through the Port are oil products and logs, and the main imports are foodstuffs and fertiliser. Therefore, the Port is of strategic importance to the oil and forestry industries in Taranaki, as it allows the sector to export products more efficiently. The Port is also of strategic importance for the agriculture industry in the region, as it secures a faster and more resilient supply chain of inputs for the industry.

Lastly, the Port allows for cruise ship tourism to Taranaki. The Port received the first cruise ship after the Covid-19 pandemic in November 2022, and three more are scheduled to arrive in the 2022-2023

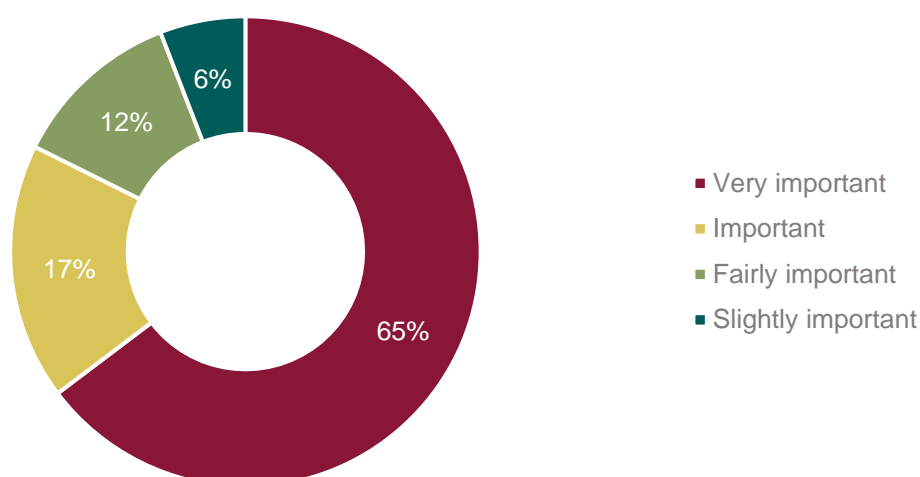
summer season. The Port will receive its largest cruise ship in history, the Island Princess, with over 2,200 passengers, in February 2023, and in total. The scheduled cruise ships are expected to bring over 3,500 tourists to the region.

Indirect indicators

Regional businesses supported

The Port supports a range of regional businesses through the services it provides. In the survey of businesses that use the Port, almost two-thirds (65 percent) stated that the Port was very important in their decision to conduct business in Taranaki, as Figure 3 shows.

Figure 3 How important is Port Taranaki when deciding to conduct business in Taranaki?



Moreover, the survey respondents made a range of comments regarding the support that the Port provides. Most comments were about the fact that the Port is the only viable and cost-effective transport for exports from Taranaki, especially for oil gas products, and forestry products.

When asked to comment on what they would do if the Port was to close, most respondents mentioned that they would have to redirect their supply chains to other ports such as Auckland, Tauranga, Wellington, or Nelson. In that case, their transport costs would increase as they would have to use road or rail transport in and out of the region and, because of this, two respondents stated that they would have to end their operations.

Trade volumes

In this section, the most recent publicly available data on the Port's trade volumes is described. To allow for comparisons with other ports in the country, Statistics New Zealand data was used, and it may differ slightly from the Port's data. Since there are large variations in the values of both exports and imports of some commodities from year to year, the average annual value of the past five years was used on the tables. The most recent data was not used on the tables because a large proportion

of the total trade value was classified as confidential. This will be re-classified into each commodity in the future. Additionally, the data for the year 2021 is not yet finalised.

Exports

The main exports that pass through the Port have varied over time, but mineral fuels and mineral oils has been the commodity with the largest export value in most years, as Table 6 demonstrates. Nevertheless, this commodity has been decreasing in value in recent years, and since 2018 no permits on new offshore oil and gas exploration were issued. However, the Port and the region have proven to be resilient, as the export values of other commodities are increasing and partially compensating for the drop in oil and gas exports.

The export value of wood and articles of wood, which is mainly represented by logs, has been rising quickly in recent years, and it could overtake oil and gas to become the main exported commodity from the Port. It should also be noted that while the export value of live animals was low from 2000 to 2019, it was included as a main export commodity in 2020 as it reached \$93 million.

Table 6 Main exports by value

Commodity	Annual average (fob NZ\$ millions)				Percent of total
	2000 to 2004	2005 to 2009	2010 to 2014	2015 to 2019	
Total	1,904.0	2,475.8	2,513.4	1,623.9	100
Live animals	0.8	0.0	0.0	0.4	0
Animal or vegetable fats and oils	7.0	8.0	16.0	10.1	1
Mineral fuels and mineral oils	522.4	1,348.0	1,753.8	707.6	44
Wood and articles of wood	5.7	6.8	43.8	99.5	6
Organic chemicals	501.2	194.5	341.4	772.7	48

Imports

The main imports arriving at the Port have not changed as much as the exports, as Table 7 shows. The main imported commodities into Taranaki are inputs for the agriculture industry and refined fuel. Cereals, Prepared animal fodder, and Fertilisers combined make up around two thirds of the value of all imported commodities arriving at the Port, and these are used mainly as inputs of the agriculture industry.

The value of Mineral fuels and mineral oils is one quarter of the value of all imports going through the Port. This happens because the oil extracted in the region is exported in its crude form, and so the refined fuels needed for transport must be imported.

Table 7 Main imports by value

Commodity	Annual average (cif NZ\$ millions)				Percent of total
	2000 to 2004	2005 to 2009	2010 to 2014	2015 to 2019	
Total	206.0	345.3	424.4	315.3	100
Cereals	6.0	10.7	17.0	28.5	9
Prepared animal fodder	8.5	32.8	92.6	116.4	37
Mineral fuels and mineral oils	51.5	28.7	36.6	78.0	25
Fertilizers	57.6	66.2	79.6	51.0	16
Ships, boats, and floating structures	0.2	1.1	82.3	0.0	0

Total cargo

When combined, the total value of trade going through the Port was \$2.6 billion in 2020, as Figure 4 shows. This indicates that the Port is resilient, as it managed to get through the economic shocks from the decreased oil and gas activity in the region, and from the Covid-19 pandemic. While the total value of trade going through the Port is still below 2014 levels, the graph suggests that the Port is being effective in recovering this value, growing consistently since 2017.

Figure 4 Total value of cargo



2020 data

As mentioned above, the most recent values of exports and imports going through the Port by commodity were not included on the tables because they are not finalised. However, some preliminary data confirms the trends highlighted in this section. For example, the value of mineral fuels and mineral oils exported through the Port reached the lowest value since this series of data started to be

recorded, declining to \$340 million in 2020. Moreover, preliminary data from 2020 suggests that the export value of wood and articles of wood will continue to increase, as in that year it reached \$147 million. It should be noted that this data should be considered with care, as it will be updated in the future, but the current trends are likely to be confirmed.

4 Cultural well-being

Cultural well-being is an ambiguous term that can refer to either the customs of a group in society, or to artistic and intellectual activities. Cultural well-being encompasses shared beliefs, values, customs, behaviours, and identities reflected through the language, stories, visual and performing arts, and heritage that make up our communities. Cultural well-being is sometimes treated as being synonymous with Māori cultural well-being, however it can include a wider range of activities and values.

Snapshot

- The Port is implementing an **annual well-being calendar** with a range of events and activities to foster a health, safety, and well-being culture
- The Port's employees are diverse in terms of age and ethnicity, but more work is needed to achieve a greater degree of gender diversity
- The Port supports a range of local cultural activities and community groups
- Stakeholders have recognised the Port's willingness to listen and consider their ideas in forums and meetings.

Direct indicators

A positive health, safety, and well-being culture

The Port promotes a series of activities, events, and actions to improve the workplace well-being. For instance, there is an on-site gym, where memberships cost significantly below market-rate for employees. A nurse and a physiotherapist are also available weekly on-site. Moreover, the Port promotes annual skin cancer checks, education sessions, provides sunscreen stations, and prescription glasses biennially.

The Port also works to enhance its employees' mental well-being. A free employee assistance programme is offered for employees and their families. Furthermore, the Port is implementing an annual well-being calendar (available in Appendix A), that runs from October 2022 to June 2023, and so many of the activities and events are yet to happen. Some of the events and activities happening are:

- World Mental Health Day
- Swimathon
- Summer health promotion and awareness
- My Everyday Well-being platform launch
- Aotearoa Bike Challenge
- Volunteer Programme launch

- Shared cultural lunch
- Hearing and PPE awareness

The Port aims to foster a consistent well-being culture by promoting events and activities year-round. Additionally, in the latest team engagement workshop, the vast majority of comments on the Port's well-being culture were positive. Lastly, the Port undertakes an annual survey called AHOY to measure its employees' satisfaction regarding a range of themes. The employees' evaluation of the company's culture was mostly positive, having grown slightly from the previous survey.

A diverse and inclusive workforce

The Port takes an equitable opportunities approach in its recruitment process. As Table 8 demonstrates, the ethnic breakdown of the Port's employees is similar to the ethnic composition of the Taranaki region. It should be noted that in the Port's survey 11 percent of employees preferred not to state their ethnicity, which is likely to account for the differences between Census and Port numbers.

Table 8 Ethnic diversity of Port Taranaki employees

Ethnicity	Taranaki region	Port Taranaki employees	
		Percent	
European	85	76	
Māori	20	10	
Asian	2	3	
Pacific Peoples	5	2	
MELAA	1	1	
Prefer not to say	-	11	
Other ethnicity	1	-	

Source: Port Taranaki and Statistics New Zealand

The Port also strives to promote gender diversity, however, that has been challenging to achieve. Most employees are male (80 percent), and the female employees make-up the remaining 20 percent of the workforce, as Table 9 shows. This proportion is similar across all levels of seniority. While gender diversity is limited, female employees at the Port have mentioned that they are respected.

Table 9 Gender diversity of Port Taranaki employees

Group	Female		Male	
	Count of employees	Percent	Count of employees	Percent
All employees	28	20	113	80
Tier 3 and 4 people leaders	3	20	12	80
Non leaders	20	18	93	82

Source: Port Taranaki

The limited gender diversity among Port employees can be partially explained by occupational segregation, which is the under-representation, or over-representation, of one gender in a job type or industry. There are two dimensions of segregation – horizontal and vertical. The concentration of women in low valued and low paid sectors is recognised as horizontal occupational segregation.

Vertical segregation is the under-representation of women in leadership positions within industries and organisations. These two types of segregation have always been a part of the collective experience of women in New Zealand's labour market. Also, the intrinsic link between occupational segregation and the gender pay gap highlights the relevance of occupational segregation to the socio-economic well-being of women.

This highlights the difficulty the Port has in increasing gender diversity among employees. While the Port takes an equitable opportunities approach in its recruitment process, the industry is heavily male dominated. Therefore, there is a challenging cultural barrier in increasing gender diversity in the Port.

There is a good degree of age diversity among the Port's employees, as Table 10 indicates. The vast majority of employees are aged between 35 and 64 years (78 percent). A considerable number of employees are aged between 20 and 34 years (16 percent), and a few are aged over 65 years (6 percent).

Table 10 Age diversity of Port Taranaki employees

Age	Count of employees	Percent
20-34	22	16
35-49	55	39
50-64	55	39
65+	8	6
Total	141	100

Source: Port Taranaki

Indirect indicators

Support for local cultural activities and community groups

Stakeholders have mentioned that the Port supports local cultural activities and community groups in a range of ways. These include providing discounted leases for community organisations, sponsoring events and community groups, and maintaining public access to the Lee breakwater and Ngāmotu beach. Some of the organisations supported by the Port are:

- Seaside Market
- Tri Taranaki Festival
- North Taranaki Foodbanks
- Ngā Motu Marine Reserve Society for Seaweek
- New Plymouth Sport Fishing and Underwater
- Surf Life Saving Taranaki
- Te Hapai Hoe
- New Plymouth Partners.

During the height of the Covid-19 pandemic, the Port provided lease relief for its leaseholders. The activities promoted by these groups are varied, and include fishing competitions, triathlon

competitions for adults and for children, surfing, and rowing, among others. Hence, the Port's presence and the public access and facilities it provides support a range of activities in the community.

Nevertheless, stakeholders have mentioned that the Port could do more to support cultural activities and community groups. Stakeholders would like the Port to take more initiative to collaborate and support events. They perceive the Port as being too reactive. Stakeholders also mentioned that the Port could increase the advertising of the community events and activities it supports.

Working collaboratively with iwi and hapū

Ngāti Te Whiti is the mana whenua of New Plymouth. Its rohe extends from the Herekawe to the Waiwhakaiho River, inland to its headwaters on Taranaki and back to the Herekawe.

The Port is located on the traditional lands of Ngāti Te Whiti, and it was built there at a time when Māori had very limited opportunities to participate in decision-making. Hence, the hapū see it as a situation imposed upon them. This has resulted in historic trauma for a lot of people. The location of the Port on these lands has meant that the relationship with local iwi and hapū has historically not been as good as many have wanted.

Stakeholders expressed the view that the Port is developing a better understanding Tikanga Māori, and is using it increasingly. However, comment was made that in the past, the Port failed to consider the interests of Māori, and has engaged with Māori because it had to, rather than because it wanted to, which came across as a compliance task. The current relationship with iwi and hapū is seen to be developing and improving through the efforts of Port leadership to engage, and a desire to improve the relationship.

Ngati Te Whiti has prepared a cultural values statement (CVS) with key recommendations for the Port to recognise and provide for the protection, preservation, and appropriate management of Ngati Te Whiti's natural and cultural resources. The Port has been actively trying to engage with the recommendations set out in the CVS through a staged process.

Te Kotahitanga Te Atiawa is aware that in the past the iwi made commitments that it was unable to meet, which has frustrated the Port. The limited resources of Ngāti Te Whiti, restricts its ability to engage, particularly at short notice. The Port is aware of this and has supported where possible.

For Ngāti Te Whiti the ability to access culturally significant sites is important. While it is aware of the safety considerations, it would welcome increased opportunity to access these sites within the Port site. There is also a desire by Ngāti Te Whiti to build a marae on land adjacent to the Port. This is seen as an opportunity to enhance the improving relationship, and for the Port to act as an enabler, particularly around concerns relating to heavy traffic and access.

The recent addition of Jamie Tuuta to the Port Taranaki board, which has increased iwi representation, is seen as a positive step. When he joined the board, it was the first time that the Port has held a traditional welcome.

Fostering enduring partnerships

Stakeholders have mentioned that the Port fosters enduring relationships. They have praised the Port for listening, taking notes, and considering their ideas in forums and meetings. The Port also has longstanding partnerships, an example being the New Plymouth Sport Fishing and Underwater Club which has been leasing from the Port for 45 years.

Stakeholders indicated that the Port staff are friendly and responsive, but usually the Port does not initiate discussions, or propose regular meetings. Most stakeholders have highlighted that they see the Port as a good partner, but that sometimes it is narrowly focused on the commercial aspects of their relationship. It was raised by stakeholders that the Port would be even better at fostering enduring partnerships if it was more proactive in engaging with them.

5 Social well-being

Social well-being is about people feeling a sense of belonging and inclusion in the place where they live. Social well-being involves individuals, their families, whānau, hapū, iwi, and a range of communities, being able to set goals and achieve them. This includes education, health, the strength of community networks, financial and personal security, and equity of opportunity and rights and freedoms. A state of social well-being is important for an individual's health, as well as their life satisfaction and happiness.

Snapshot

- The Port has a **safety-first approach** and takes comprehensive measures to ensure its operations are safe for everyone
- Various stakeholders mentioned that the Port has a **good social licence** to operate
- Various stakeholders stated that the facilities provided by the Port are widely enjoyed by the public and support the community's social well-being
- While public access to the Port's operations is restricted, the Public can enjoy the fringe areas around the Port
- Due to the high-risk nature of its operations, opportunities for people with a disability are limited to outside of the Port's operational area
- The Port is a **relevant asset** to promote community resilience in the case of a natural disaster.

Direct indicators

Employee safety and well-being

The Port has a safety-first approach and takes comprehensive measures to ensure its operation are safe for everyone. Every employee, contractor, and visitor must go through an induction process, which includes all the relevant health and safety information before entering the site. Furthermore, a comprehensive set of rules and actions are enforced to mitigate any risks to health and safety in the Port's operational area.

These rules and actions include a 20kph speed limit across the site, wearing a personal floatation device (PFD) within one metre of the water's edge, wearing hi-vis clothing and safety footwear at all times, always carrying an access card and photo ID, and minimising walking. Also, no persons under 16 years of age or pets may enter the site, cycling is prohibited, as is walking outside of the marked pedestrian areas, and smoking. Moreover, the Port takes its strict drug and alcohol free policy seriously. The Port conducts random on-site drug and alcohol testing of employees, contractors, and users regularly. A positive test, or a refusal to test results in immediate removal from the site. There have been two instances of staff failing or refusing to take a test in the past five years. Both were referred to the Port's employee assistance programme for support.

The Port encourages anyone to report any incidents, unsafe acts or conditions to the Communications and Security team. The Port also gives explicit authorisation to anyone involved in their business to stop what they are doing if they see any unsafe acts or conditions and ask the person to stop their unsafe action. This should be followed by reporting the incident to the Communications and Security team. Since 2013 the average number of reported injuries is 21 per year. In the 2013-2021 period the injuries peaked in 2016 when there were 36 and were lowest in 2019 when there were 25. Seventy percent of these injuries from 2013 to 2021 required no treatment or first aid. In 2021 this figure was 87 percent.

The Port is also constantly trying to improve safety in its operational area. Since most of its safety incidents involve traffic, the Port has invested into improving road safety on site. This includes improving wayfinding and road markings, and increasing restricted pedestrian areas. Finally, in the latest team engagement workshop, the comments on the safety theme were overwhelmingly positive.

Social licence to operate

During the interviews, various stakeholders mentioned that the Port has a good social licence to operate. They commented that the fact the Port has been there for a long time, since 1875, means that it is an integral part of the community. Also, the existence and accessibility of the Lee Breakwater is cherished among the community, and it was mentioned multiple times as one of the main factors that provides the Port its good social licence to operate.

The Port's engagement with the community was also mentioned as a contributing factor to its social licence to operate. However, multiple stakeholders mentioned that if the Port was more proactive in seeking and maintaining relationships, it would increase its social licence to operate further. Stakeholders recognised that the Port is excellent at listening to their requests, comments, and maintaining a good relationship, but they have mentioned that the Port could take the initiative of seeking and engaging with its stakeholders more often.

Facilities on site

While there is a small number of facilities on site, they are valued by the community. The Port leases sections of its lands outside of its operation area to commercial leaseholders. These leaseholders include cafes, restaurants, shops, community groups, and others. Other facilities provided by the Port include the Lee Breakwater, with a public carpark and a boat ramp next to it, and public toilets and a playground by the beach.

Various stakeholders have mentioned that the facilities provided by the Port are widely enjoyed by the public and support the community's social well-being. The Lee Breakwater was mentioned multiple times as a great family destination where people of all ages can go fishing, or just go for a walk. The cafes and restaurants were also mentioned as being busy and good service providers. Moreover, stakeholders have commented that the boat ramp provides a great service for boat owners, as the closest alternative is around 20 kilometres away, in Waitara.

Public access to the Port

Due to the nature of its operations, public access to the Port is limited. The Port's operations could cause harm to the public if access was permitted in the areas where they occur, therefore, the Port has prioritised safety over public access. The Port is also nominated as a secure area by the New Zealand Customs, which makes public access more difficult.

Nonetheless, there have been some open days over the years, on which the Port was opened for controlled groups to visit. Moreover, the public can still enjoy the Port's fringe areas that are outside of its operations. For instance, stakeholders have mentioned that they are happy the public has access to the Lee Breakwater, Ngāmotu Beach, and the New Plymouth Coastal Walkway.

Equitable employment opportunities

The Port takes a best practice approach in its recruitment process. This includes ensuring that every applicant is assessed equitably regardless of any personal characteristics. However, since the Port's operations can be high-risk and the Port takes a safety-first approach, opportunities for people with a disability are limited to outside of the Port's operation area.

Indirect indicators

Contribution to community pride and spirit

Stakeholders have commented that the Port contributes to community pride and spirit in varied ways. For instance, the Port's sponsorship of the Taranaki Bulls rugby club in the past was mentioned by stakeholders as a great contribution to community pride and spirit. Port Taranaki's annual sponsorship budget is circa \$100,000 per year, spread over approximately 25 organisations/causes. Also, the fact that the Port enables trade in and out of the region, boosting economic growth, brings pride to the community.

However, stakeholders have mentioned that the Port could contribute to the community in more ways. Some stakeholders have commented that the Port, at times, lacks initiative to promote and/or sponsor local activities and events. Some stakeholders have also mentioned that the Port could take the initiative to reach out more often to collaborate with them in creating a stronger community spirit. Furthermore, one of the hypotheses raised was that the Port does not communicate its actions to the public effectively, which causes a perception of inaction.

Community resilience

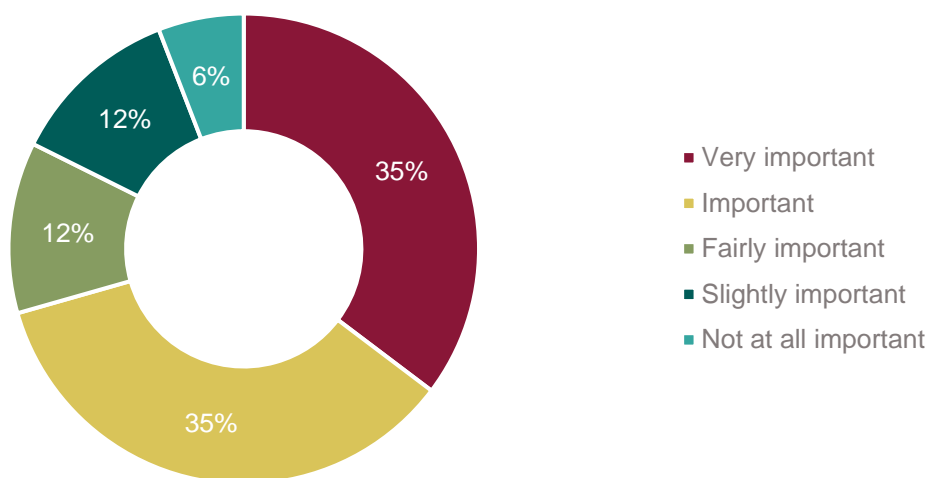
Resilience can be defined as the ability to bounce back from an adverse event. In that sense, the Port is a relevant asset to promote community resilience in the case of a natural disaster. The better and more diversified a community's transport infrastructure is, the more resilient to natural disasters it will be.

The Port provides an alternative exit/entry point into New Plymouth, which could be useful in the case of a natural disaster, such as an earthquake, disrupting the roads leading to the city. Stakeholders

also agreed that the Port increases their community resilience, and value the Port as a resilience promoting asset.

Additionally, in the survey completed by main businesses that use the Port, the question “How important is Port Taranaki as a strategic asset in case of a natural disaster?” was asked. The majority (70 percent) stated that the Port was important, or very important as a strategic asset in case of a natural disaster, as Figure 5 shows. Only six percent of respondents did not consider the Port as being important in this scenario.

Figure 5 How important is Port Taranaki as a strategic asset in case of a natural disaster?



6 Environmental well-being

Environmental well-being encompasses all aspects of the health and well-being of the environment in a locality. It includes the biodiversity in the flora and fauna, quality of the air and water, sustainable land use, and a harmonious balance between the Port and the environment. The capability for maintaining environmental well-being, to be able to sustain the activities, ecosystems and community within the locality, is paramount to being good and proud custodians of the land and environment.

Snapshot

- The Port is currently in the process of preparation for voluntary climate disclosures
- The Port's greenhouse gas emissions have remained at around **45 tonnes of carbon dioxide equivalent per \$1 million** of revenue since the second quarter of 2021
- For the most part, the Port is **successful with maintaining water quality**, and is actively working to improve in this area
- The Port does not collect data on air quality regularly
- Dredging operations have been, and continue to be, within the consented measurements. However, changes may be required to compensate for the ramifications of climate change
- Reporting and concern are focused towards the little blue penguin
- **Noise complaints are seldom**, considering the location and activities of the Port
- The Port currently is not ISO 14001 certified
- The Port is actively working towards lower carbon solutions to operations
- The Port actively supports environmental initiatives in the local community
- **Active support for alternative energy projects** has been shown by the Port, as well as an express interest in further potential alternative energies
- Ensuring that the local community, local business, the Council, and the Government are aware and engaged in the environmental and energy related initiatives of the Port is instrumental to ensuring the Port can be viewed as a leader and role model locally.

Goals of the Port

The Council, as the owner of the Port, has a goal of promoting the sustainable use, development, and protection of our natural and physical resources. This goal is interlinked with the goals and objectives of the Port towards sustainable environmental practices.

Many stakeholders have expressed a desire for the Port to be a leader and role-model when it comes to environmental initiative, and active steps are being made by the Port to fulfil this role, to ensure it is the "Pride of Taranaki".

The Port suggests that goals are set out to enhance and improve its environmental practices. These include:

- Responsible stewardship
- Protecting water quality
- Maintaining air quality
- Protecting marine and bird life
- Adapting to climate change
- Decarbonisation

Immediately important for the Port are aspects such as air and water quality, noise pollution, effective waste management, local ecosystem management, and community involvement in environmental schemes. It is important to understand that community well-being is relative to the state of the environment. As well, a keen sense of kaitiakitanga is imperative to upholding environmental well-being.

The Port aims to be the “Pride of Taranaki”, and they are “committed to reducing our carbon footprint, improving our operational resilience, and adapting to the effects of a changing climate”. Whilst the principal objective of the Port is to successfully operate, and maintain their goal of being a successful business, environmental and climate considerations are important and necessary to the future of operations, and the intention of being the “Pride of Taranaki”. The Port aims to be a sustainable and profitable business that both the region and local community are proud of. This, in combination with creating long-term value for shareholders, indicates that the Port is committed to upholding environmental well-being, and actively working towards mitigating and adapting to climate change.

There is no earlier data available for emissions, water take, or waste generated. The Port acknowledges it has only recently implemented its environmental, social, and corporate (ESG) reporting programme.

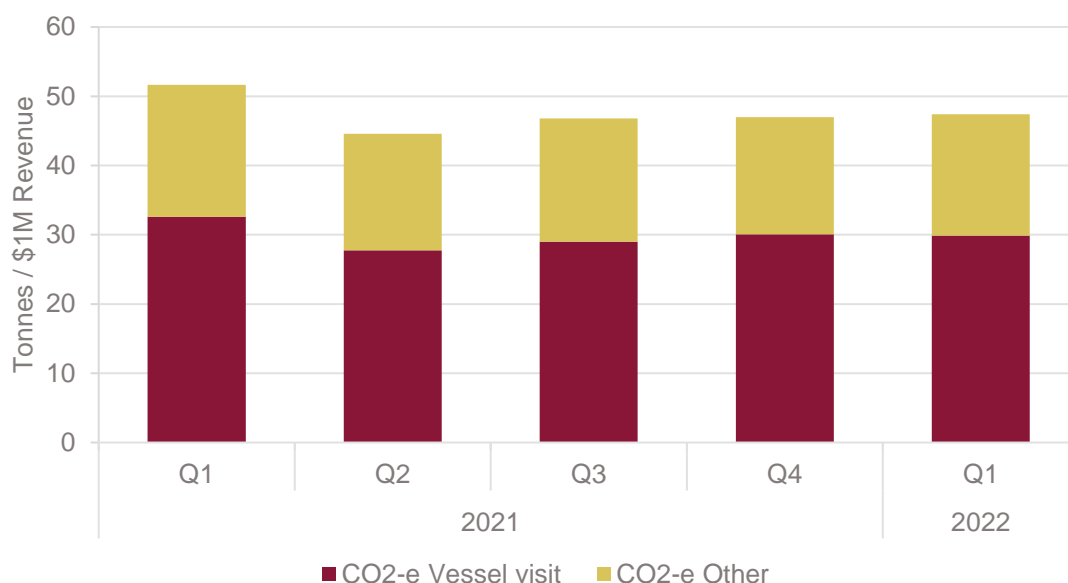
Direct indicators

Greenhouse gas emissions

The Port is currently in the process of preparation for climate disclosures. Despite not being part of the institutions that will be required to make climate-related disclosures, the Port has chosen to opt in regardless. Stakeholders have suggested wanting to see the Port as an industry and sectoral leader and role-model. Actively participating in climate-related disclosures will be a great step towards being an active leader in the region for the future. It is important that data should be collected and utilised to ensure best practice improvements are being made relative to greenhouse gas reductions for the Port.

Figure 6 suggests that the Port’s greenhouse gas emissions have remained at around 45 tonnes of carbon dioxide equivalent (CO₂-e) per \$1 million of revenue since the second quarter of 2021. Furthermore, the distribution of these emissions has stayed somewhat constant in the last five quarters, with emissions from visiting vessels at around 30 tonnes of CO₂-e per \$1 million of revenue, and other emissions at around 17 tonnes of CO₂-e per \$1 million of revenue.

Figure 6 CO₂-e emissions



Finally, multiple stakeholders have mentioned that if the Port were not to exist, their only option for transporting their goods would be via road or rail transport to another Port, increasing the level of greenhouse gas pollution. The necessity of the Port in getting regional goods overseas with the lowest greenhouse gas emission transport type is important.

Water quality

The Port is concerned and involved in upholding and maintaining the water quality, both due to its location at the seafront, but also due to its guardianship of the harbour being integral to its ethos.

The Port actively undertakes the regular removal of undaria (Asian seaweed/*Undaria pinnatifida*) from the harbour, as it is an invasive and destructive non-native species. This highlights the Port's dedication to the preservation of the environment and native flora and fauna.

One part of water quality in the Port area looks at contamination from palm kernel extract (PKE) being blown into the water due to high winds during unloading and loading. This is a concern that has been raised by stakeholders, with both efficiency and efficacy being called into question. PKE contamination in the harbour is usually caused by high winds blowing PKE onto the sea surface. Due to continued investment in preventing low air quality through dust propagation, exemplified through the investment in more efficient hoppers, PKE contamination in the surrounding water has been kept within compliant levels.

Stakeholders have also raised concerns about water pollution from the collision of large boats with bumpers, leading to plastic contamination in the harbour. Additionally, paint flakes can contaminate the water during boat maintenance. Due to the high energy environment of the area seaward of the main breakwater, compliant levels of discharge into the water are quickly diluted and dispersed, lowering the ecological effects, and ensuring the compliance with resource management regulation.

Stormwater infrastructure at the Port has been continuously improved. However, during a sampling survey in 2021, the Port was found to be non-compliant with the consent. These non-compliances

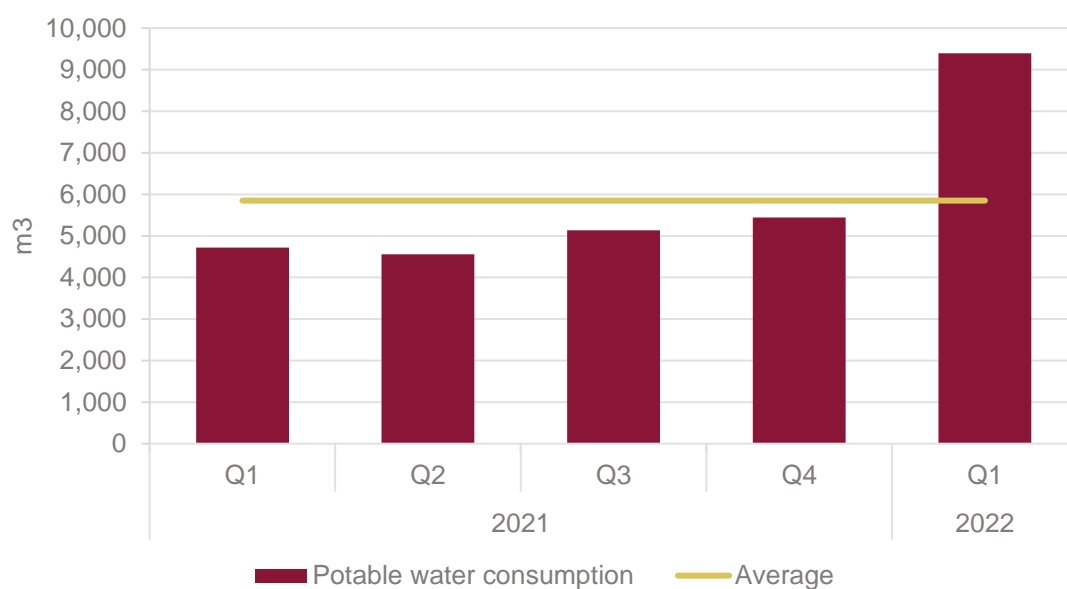
were avoidable considering the predictability of the situation. Best practice water quality management would look at ensuring data is utilised to best predict potential non-compliance issues.

The Port has actively been making changes to avoid future cases of non-compliance due to stormwater discharge. Potential future improvements in equipment, forecasting, and management could help to avoid future non-compliant events.

Water take

The Port's potable (drinking quality) water consumption is outlined in Figure 7. Over the last five quarters, the Port consumed on average 5.9 thousand cubic metres of potable water per quarter. In 2021, the Port's consumption of potable water stayed somewhat constant between 4.5 and 5.5 thousand cubic metres per quarter. The spike in the first quarter of 2022, when it increased to over 9 thousand cubic metres, was due to a leak in New Plymouth District Council's water network.

Figure 7 Potable water consumption



Air quality

Air quality data is not routinely collected at the Port. Data is only collected from complaints, which is usually the result of a Port user's behaviour or activities. Best practice monitoring would involve more regular and routine data collection of air quality. Being a leader in the industry and community, the Port could look to monitor air quality.

Dredging

Dredging operations have been, and continue to be, within the consented measurements. The dredging carried out by the Port has largely fallen within the requirements of its resource consent, except for a 0.6 percent exceedance, that was deemed to be less than the margin of error for the measurement, and thus was not seen as a breach of compliance. Changing climatological conditions could mean more intense weather events and changing sea conditions that could necessitate more often, or more intensive dredging. Accounting for these changes will ensure the adequate planning to ensure best practice.

Marine and bird life

The Port provides regular and comprehensive internal reporting on kororā (little blue penguin), including details of sightings, breeding grounds and patterns. It is also actively involved in measures to safeguard the penguins that are impacted by port activities.

The Port could broaden their monitoring and data collection to consider further marine and birdlife. Their dedication to the kororā highlights the concern of the Port for the native wildlife.

Noise

The financial year running from July 2021-2022 saw only seven incidents of noise complaints at the Port. Due to the proximity of the Port to areas of high population and activity, this number is reasonable. Additionally, only two of the incidents were at an unacceptable decibel level that required investigation. From the two complaints, suggestions for further improvement to preventing noise pollution were decided upon, and active best practice management of the complaints can be seen to have been taken. Total best practice management would involve more regular noise monitoring, outside of complaints.

ISO 14001 compliance

The Port currently is not ISO 14001 certified. ISO 14001 certification sets a standard for environmental management. Engagement with the Port indicates it is not actively pursuing this certification. Best practice Port management would involve attaining ISO 14001 certification, and this is an area where further steps could be taken, especially considering the Port's other advancements in environmental management that align with the tenets of the ISO 14001 certification.

Decarbonisation

Whilst the Port has indicated it does not currently have plans to completely decarbonise, however it has made clear the move towards decarbonisation. This involves actions such as the testing of LED lights at the Port, investigating switching the Port vehicle fleet to electric, experimenting with biodiesel (or ethanol) to power the Port's tugs, testing the feasibility of solar power at the Port, and finally, testing the feasibility of shore-power for berthed ships.

The process of decarbonisation is a difficult challenge for large industry, such as the Port. Utilising the “least-regret” options towards testing and further implementing changes towards the end goal of decarbonisation shows the desire and initiative of the Port to uphold environmental well-being.

Indirect indicators

Participation and support of environmental initiatives

The Port actively supports environmental initiatives, such as supporting and monitoring kororā (little blue penguins), supporting the Towards Predator-Free Taranaki project, supporting the local Moturoa school and their *trees for life* initiative, as well as working closely with Ngā Motu Marine Reserve Society, Ngāti Te Whiti hapū, and the Department of Conservation on environmental and ecology matters.

Furthermore, the Port is involved in initiatives such as the revitalisation of coastal shipping, in an effort to cut down on the burden of carbon emissions caused by road transport. It is positioning itself as an eager participant in a more resilient and more green-house gas efficient alternative.

Support and interest in alternative energy solutions

With the implementation of no new, or renewed, oil and gas fields in the Taranaki region, it makes sense for the Port, as Aotearoa New Zealand’s premier energy port, to have a shift in customer base when it comes to energy exports. The Port has already shown interest in transitioning to renewable energy, and has touted itself as a key supporter for the transition to these renewable energy projects.

The Port has expressed interest in alternative energy solutions, with the announcement of a 900MW offshore wind farm off the coast of South Taranaki garnering the total support of the Port for this project. Additionally, the Port is interested in other sources of renewable and green energies, such as water, solar and green Hydrogen. The Port is uniquely located as the only West coast deep port and thus has a unique advantage in the ease of access to Asian and Australians markets for energy exportation.

Stakeholders aware of active role in supporting environmental progress

The Port positions itself as the “Pride of Taranaki” and this aspirational approach is evident in the progress it’s making in its environmental and energy initiatives, solutions, and innovations. Ensuring that the local community, local business, the Council, and the Government are aware and engaged in the environmental and energy related initiatives of the Port is instrumental to ensuring that the Port can be viewed as a leader and role model locally. The Port’s involvement in community environmental initiatives highlights their support of progress. Being more forward in initiating all scales of projects will allow for a greater recognition of the progress made by the Port in environment and energy.

7 Framework for best practice monitoring and greening of Port Taranaki

Decisions around environmental progress at the Port are unique to the resources, ability, and circumstances specific to the region, geography, industry, and trade of the Port. Creating a roadmap towards best practice greening of the Port and activities in the Port, as well as tackling other relevant climate-related issues, is imperative for the future of the Port's operations. Therefore, based on the European Sea Ports Organisation (ESPO's) best practice for greening activities in Ports.¹ This framework has been created to outline the best practice systems through which a roadmap can be created towards a greening of the Port, as well as the updating, or creating, climate-related goals. This will allow best practice solutions for long-term environmental, climate-related, and futureproofing/greening decisions.

Preliminary steps

Measuring and identifying:

- Identify and measure the climate-related issues facing the Port within its environment. This may involve measuring emissions, potential or actual environmental damage and ecosystem changes, or further externalities, for example
- As a comparison, these measurements should also be taken outside the Port area so they can be used as compare and contrast readings from the Port. Similarly, pre-existing, or externally collected data should be obtained and used as a comparison
- This initial data collection can be used to understand what environmental challenges are facing the Port and will help define the problems that need to be solved.

Prioritising and balancing issues:

- The data acquired should be used to prioritise which decisions could be made by the Port. This should attempt to balance:
 - the environmental benefits
 - the economic benefits
 - the ease of implementation
 - the cost of implementation
 - the long- and short-term benefits
 - challenges and opportunities
 - the prevalence of risk, vulnerability, and exposure to different functions of the Port
 - social and cultural benefits and goals.

¹ European Sea Ports Organisation. (2021). ESPO Green Guide 2021 A Manual For European Ports Towards A Green Future. ESPO. Retrieved from <https://www.espo.be/media/ESPO%20Green%20Guide%202021%20-%20FINAL.pdf>

These decisions should be made with involvement from all stakeholders at the Port

- Decisions shouldn't be based on ease, the lowest cost, and the least amount of effort. A holistic approach that prioritises the most urgent matters should be implemented. However, easier to implement and low-cost solutions can and should be part of the roadmap where applicable.

Target setting:

- Once the Port decides on the priority solutions it is important to compare these against legal international, national, regional, and internal obligations and priorities – and benchmark them against international best practice. This approach requires pre-empting legislation and other Government/Council initiatives related to climate change. Plans such as Aotearoa New Zealand's National Adaptation Plan – which looks at how the country can adapt to climate change and sets out actions that will be implemented into policy to set up the future of adaptation – will need to be considered, to ensure targets are in line with the policy framework and action plans
- It is important that the Port makes ambitious but achievable targets, and ensures that they are quantifiable and actionable, and that results are measured against the priorities
- The Port should identify what they want to achieve through the priorities they have outlined, and ensure their targets are aligned with achieving these outcomes.

Identifying how this will be achieved:

- The Port must budget and make considered investments, considering a balance of social, community, cost-benefit, impact, and other such considerations that allow for an adequate and meaningful budgeting and investment period
- Additionally, consideration should be taken to the greening of individual projects and individual investments externally from the Port itself

Internally and externally share updated vision and progress:

- The Port will need to communicate, both internally and externally, their shift/focus towards green/climate conscious priorities. This can be done using several channels to reach external audiences, such as the Port's website, media releases, information sessions and through social media channels such as Facebook and LinkedIn. They can encourage staff to get on board by keeping them up to date through updated information on the Port intranet, visual displays such as posters, and regular newsletters and surveys.

Actualising change

Creating a realistic and tangible timeline:

- The Port should create a timeline with the relevant steps and milestones set at achievable yet meaningful intervals for each of the priorities and targets
- The aim of this is to actively encourage, track and push progress, but also to show tangible progress is being made towards the goal. This will keep stakeholders engaged and involved.

Monitoring and internal communication:

- Progress should be measured against the proposed timeline. This should be measured in relation to tangible and actualised results, and the achievement of milestones
- Challenges, new opportunities, successes, failures, improvements, and solutions should all be identified, discussed, and internally communicated. Where necessary, changes and updates to the timeline/roadmap should be made as is best in-line with achieving the purpose of the overall target of greening the Port and solving other climate-related issues
- Achievements should be monitored and shared, both to update the roadmap but also to show the meaningful progression being made.

External communication and community involvement:

- Communicate with stakeholders involved in the Port, but also in the nearby and wider community. An engagement and communication plan should set out the approach, key messages, identity of stakeholders, risks and opportunities and tactics plan. The plan should also outline what the Port should communicate, and when, and via what channels
- Technical information should be presented in a way that is meaningful and easy to understand for the audience
- The goal is authentic communication with the community who are most affected, but there should also be a focus on positive outcomes and progress generally
- The communication approach will take stakeholders and the community along on the journey, creating a sense of being part of a change for good and a sense of being at the forefront of an approach that will make a real difference for New Plymouth now, but also for future generations in the city.

Appendix A Well-being Calendar 2022-2023



Well-being | Hauora Calendar 2022-2023

Join in the Well-being | Hauora activities at Port Taranaki Limited; encompassing the key components of well-being in Community  Place  and Person 

OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
 <p>10 & 21 Oct Skin Check Clinics</p>  <p>10-16 Oct Raise awareness of mental health on World Mental Health Day.</p> <p>24 Oct Labour Day Long Weekend</p>	<p>4 Nov Gumboot Friday</p>  <p>11-12 Nov Around the Mountain Relay with Ross Dixon.</p>  <p>1-30 Nov Swimathon with Mark Greene, November with Tim McHugh & Wharf Services Team stretching and ergonomic review with our Physiotherapist.</p>	<p>1 Dec Summer health promotion and awareness with our Occupational Health Nurse. Remember to hydrate and wear your sunscreen!</p>  <p>22 Dec Happy Holidays! Closedown begins; share quality time with your friends and/or family.</p>	<p>7 Jan Time to renew your annual membership for the PTC Gym/Wellness Centre!</p> <p>16 Jan My Everyday Wellbeing Platform Launch</p>  <p>26 Jan Enable Me Financial Health presentations begin.</p> 	 <p>1-28 Feb Aotearoa Bike Challenge with support from our Physiotherapist</p>  <p>1-28 Feb Return to work planning and awareness with our Occupational Health Nurse.</p>	<p>1 Mar Volunteer Programme Launch with Pippa.</p>  <p>1-30 Mar Tug Team stretching and ergonomic review with our Physiotherapist.</p> 	 <p>1-30 Apr Spirometry Awareness with our Occupational Health Nurse.</p>  <p>20 Apr Shared cultural lunch</p> 	<p>10 May Fear Factor / try something new with Mark Greene.</p> <p>19 May Pink Shirt Day - how we can continue to build an Upstander culture.</p> <p>21 May World Cultural Diversity Day - Unconscious Bias Awareness sessions</p> 	<p>1-30 Jun Bowel Cancer Awareness month with our Occupational Health Nurse.</p>  <p>1-30 Jun Hearing and PPE Awareness with our Occupational Health Nurse.</p>   <p>15 June AHQY Engagement Survey</p>



AVAILABLE ALL YEAR ROUND

Employee Assistance Programme for free, confidential counselling on 0508 664 981 | Occupational Health Nurse on site every Tuesday | Physiotherapist on site every Wednesday morning | Gym on site at PTC
Details on all activities will come out closer to the time, some dates may change too. Ask your Friendly People & Safety team members if you have any questions or want to know more!

